area, commencement of construction of rail and NH connectivity to the project site. If the construction works at ICTT have not commenced by the date of expiry of six years from the Date of Commercial Operation at RGCT on account of non-fulfilment of the Conditions Precedent, either Party is entitled to terminate the Agreement, unless otherwise agreed by both the parties.

(d) A large number of containers with origin from or destination to India which are presently transshipped through foreign ports mainly at Colombo, Salah and Singapore can be handled through this Transhipment Terminal, which would result in savings to the tune of Rs, 6,000-16,000 per container to the Indian importers and exporters as the transhipment at third country ports are avoided. The savings would make Indian export more competitive and will boost the export trade which will in turn increase the demand for products and result in expansion of industries. The savings in the transhipment cost and handling costs at the transhipment port will reduce the outflow of foreign exchange currently being incurred by the Indian economy. Also the cargo carrying capacity of Indian Railways and Konkan Railways and National Highways can be economically utilized since a substantial volume of ICTT bound containers will choose land mode transportation due to convenience and economy *vis-a-vis* feedering option. With the establishment of ICTT, it is expected that the port traffic will increase from 14 to 46 million tonnes over the next 10 years period. Direct shipment also result in saving in time.

(e) and (f) The Government has given in-principle approval for the setting up of second container terminal each at Chennai & Tuticorin ports. Ennore Port has also planned to set up a new container terminal.

Construction of Super Highway

4608. DR. M.A.M. RAMASWAMY: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the total length of Super Highway constructed so far in the country, State-wise:

(b) whether it is a fact that the Super Highway which was to be completed by December, 2004, has not yet been completed and is running way behind the schedule;

(c) if so, the details thereof and the reasons thereof;

(d) the details of State in which the land acquisition has not yet been completed; and

(e) the steps taken by Government to complete this ambitious project?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) The State-wise details of completed (4 laned) length of National Highways under NHDP Phase I & II are given in the Statement (*See* below)

(b) and (c) Up to March 2005, 80.34% of National Highways under Golden Quadrilateral Project has been four-laned. The project is likely to be completed substantially by December 2005. The progress of some contracts are affected due to problems such as:

(i) Delay in land acquisition and shifting of utilities.

(ii) Delay in environmental/forest clearances.

(iii) Slow mobilization, tardy implementation and poor performance of some contractors.

(iv) Delay in clearances for Road Over Bridges from Ministry of Railways.

(v) Quarry Problems.

(vi) Law and order problems in some States.

(d) In the States of Tamil Nadu, Maharashtra, Gujarat, Karnataka and West Bengal, land acquisition has not been completed for Golden Quadrilateral Project.

(e) Following steps have been taken to complete this project

(i) The projects are monitored at various levels including the Minister of Shipping, Road Transport and Highways.

(ii) Nodal officers at the level of Principal Secretary of State Government have been nominated to expedite the acquisition of land and shifting of utilities etc. Regular meetings with the Nodal officers are arranged.

(iii) Non performing contractors have been debarred for future projects.

(iv) A Committee of Secretaries under Cabinet Secretary has been constituted by the Government to resolves issues related to bottlenecks in the ongoing projects and Central-State and Inter Ministerial Coordination.

Statement

State-wise details of completed (4 laned) length of National Highways under NHDP Phase I & II

Sl. No	State	Golden Quadril-ateral	North-South Corridor	East-West Corridor	Port Connecti vity	Other Projects	Total length
1	Andhra Pradesh	942 73	39.00			83.00	1064.73
2	Assam			19.00			19.00
3	Bihar	104.50					104.50
4	Chattisgarh					18.00	18.00
5	Delhi	25.00					25.00
6	Goa				13.00		13.00
7	Gujarat	455.89		96.00	56.00		607.59
8	Haryana	152.00	131 00				283.00
9	Jharkhand	109 30					109.30
10	Karnataka	422.62	7.00				429.62
11	Kerala		33 60				33.60
12	Madhya Pradesh		24.00				24.00
13	Maharashtra	456.53	35 00			17.40	508.93
14	Orissa	234.79					234.79
15	Punjab		197.00				197.00
16	Rajasthan	721.48	20.00				741.48
17	Tamil Nadu	322.04	34.00			112.00	468.04
18	Uttar Pradesh	380.00	23.00	25.00		57.00	485.00
19	West Bengal	369.70		23.00			392.70
	TOTAL	4696.28	543.60	163.00	69.00	287.40	5759.28